

The National

Falcon

News

The Monthly Magazine of
The Falcon Club of America
August 2014



1962 Falcon
Terry Critser
Chesapeake, Virginia

The National *Falcon* News

August 2014

COVER: TERRY CRITSER'S 1962 FALCON

In 2009, Terry Critser took off at lunch to go see a Falcon that was falling apart, rusted and didn't run. He took the plunge and bought it—against his wife's advice. Then he turned those pieces in this beautiful Viking Blue show car that his wife now loves riding in. From Diamond in the Rough to Best in Class, the car is complimented wherever Terry goes. Even his granddaughter wants Pop Pa's Falcon.

Do you think your Falcon should be on the cover? Send a high resolution digital photo (300 dpi at 8 x 10 inches) to the Editor. Send multiple photos and stories on a CD or DVD.



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THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. *The National Falcon News* is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be sent to the Editor, Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Please mark "FCA" on outside of envelope. E-mail address: fca.editor@yahoo.com. No phone calls or faxes for Falcon Club business, please.

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CRUISING ON THE THIRD COAST



The Third Coast Chapter of the FCA received its official charter in June of 2012.

Friends Todd Gaudin and Dick Gunn met about 25 years ago when Dick's company became a client of the bank where Todd worked at the time. Soon they became fast friends and car guys. They frequently took Dick's 1963 Falcon convertible to local car shows and talked Falcons and cars with anyone who would listen. What they found out was that many people gravitated to Dick's convertible; they always seemed to have a story about one they had owned or someone they knew that had one, whether it was family or

friends. Many times they heard people say, "I wish I still had mine!"

Gunn had moved to Houston in the early 1980s for his company and, with a wife and three small children, found he needed a second car. His neighbor had a 1964 Falcon for sale so Dick purchased it and rolled it across the street to its new home. What he found he liked about the Falcon was that you could take it apart and put it back together rather easily. It would be the first of many Falcons in the Gunn family. All three of his children drove

a Falcon of some type through high school and college. Gunn was there to help repair and maintain their Falcons. His daughter drove a convertible, one son drove a Falcon van and his youngest son drove a Ranchero and later a station wagon.

Gaudin purchased his first member of the Falcon family, a 1964 Ranchero on December 31, 1999. Another Falcon enthusiast had told Gunn about the Ranchero so they went to take a look. After a careful inspection he decided to take it home with him.



Todd Gaudin and Dick Gunn.

Gaudin drove his first car at 13; it was his mother's 1962 Falcon station wagon. He drove it through most of his high school days and has really good memories of that car. "It's one reason I know the inline six cylinder is a tough engine because even I couldn't tear it up!" he says.

While attending Cruisin' the Coast with some other FCA members in 2011, Gaudin and Gunn had the idea to start a new chapter in Northwest Houston. They kept seeing other local Falcon owners at a local car show almost every Saturday night. Although there was an existing Falcon club in Houston, the drive to it was a deterrent for most of them. They began to discuss making application to the FCA and had discussions with the Regional Director. Eventually they were approved and had ten members at their first meeting. The club—now grown to 23 members—meets the third Saturday of every even month at a local BBQ restaurant. After their meetings they usually drive over to the local Saturday night car show and talk Falcons with anyone who will listen. At one of the car shows a representative of the *Houston Chronicle* approached them and asked about the cars. She wanted to do a story on the car show, but when she discovered they were starting a new Falcon club she decided to help them out with a nice article on how the club was started. They received a lot of responses from the newspaper article and soon they were picking up more members. Unfortunately one of their organizing members, Hughie Stone, passed away unexpectedly before their second meeting. The club has dedicated their website thirdcoastchapter.com to his memory and love of Falcons.

With eight members present, the chapter was well represented at the 2013 Falcon Convention. Not only did two members win awards for their cars but they also had the winner of the 50/50 jar. Jim Hartzog (FCA #6689) graciously donated his 50/50 jar winnings back to the 2014 National committee. Another member, Garry Leanhart (FCA #2758) purchased a centerpiece during the auction and donated it back to be auctioned again with the new proceeds going to the 2014 Falcon Convention. They were rewarded the first and second registrants for the 2014 Convention.

The club has three sisters-in-law who are restoring a 1963 Ranchero that was saved from the crusher by Russ Welty and Steve Springer. After being told

of the girls' desire to restore an old car without any help from their husbands, they donated it for their project. These girls are getting good at their restoration skills. You can follow their progress at facebook.com/ProjectMilly.

One of the visions Gunn and Gaudin had was to have a venue for members to source parts for Falcon members. They actually had a sale of some parts at their very first meeting.

The Third Coast Chapter has had a great first year. We look forward to seeing the club grow and preserving the heritage of the Ford Falcon. For information on the Third Coast Chapter, please contact President Todd Gaudin at 281-467-4607 or Vice President Dick Gunn at 832-799-0510.

—Todd Gaudin (FCA #12213)
Cypress, Texas

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Classified Advertising

HOW TO ADVERTISE IN THE NATIONAL FALCON NEWS

Email your classified ads to: fca.editor@yahoo.com

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great time saver and much appreciated. Please use dollar signs! (\$).

Make your ad look like this:

1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

Not like this:

' 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,excellent glass and trim. \$ 2000.00 o .b .o . Call Joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastern Pennsylvania

To Advertise: FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10 each. Ads with photo are \$20 and will run for two months. Please keep the text close to 50 words. Ads over 50 words may be edited for length. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested. All ads for the classified section must include a member's name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10 each. Ads must follow the same guidelines as member ads. Photo ads are an additional \$20. Payment must accompany the ad, with check payable to the Falcon Club of America.

All ads must be sent by mail or e-mail to the Editor, Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS! If you have Internet access, please email ads to fca.editor@yahoo.com. If you send your ad by snail mail and include an email address, the ad will run but the email address will not. Please email your ad to insure that the email address is included with your ad. Photos may be emailed and payment mailed to the address above. Ads must be received by the 20th of the month two months before publication (July 20 for September issue). The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**

NOTE NEW DEADLINES!

Classified Ad deadlines are now the 20th of the month two months preceding publication (Feb. 20 for April issue). Please send your ads and photos by email if possible.

fca.editor@yahoo.com

FALCONS FOR SALE

1961 Ranchero project car completely disassembled for cleaning and rust proofing. Rusted out floor pans replaced 200 CID six cylinder, head rebuilt and hard seats installed. C6 transmission and new torque converter, body shell hot dipped and rustproofed with POR. Other parts bead blasted and powder coated or POR coated. Many new parts. Chrome wheels. Lots of spare parts. I've been working on this project for several years but due to health problems, I can't finish it and want to get it into the hands of someone who can. I would like to recover \$2500 for what I've got invested but would consider trade or even donation to the right cause. Contact Jim@jimsfalcon@att.net. CA.



1963 Falcon Sedan Delivery. Original California car with 289 V8 automatic, new interior, tires, wheels and exhaust. Body is straight, chrome and stainless in good condition. \$14,000. Tim Grinolds, 619-944-2873 or tvgrin@cox.net. CA.

1963 Ford Falcon two door Ranch Wagon, six cylinder, manual, needs restoration, \$3200 OBO. Other Falcons available. Call "Fireball" Hartman 315-344-8882, email kyle57@twcny.rr.com or go to riverhousewares.com. NY.

1963 Falcon convertible with a six cylinder, four speed. Bucket seats with console. Car is very presentable and has been verbally appraised at \$18,000. Asking \$14,500. Call Lyman Rutherford, 617-323-4419 between 4:00 and 8:00 PM. Roxbury, MA.

1963 Falcon sedan delivery, real rough, no drive train, set up for V8, five bolt rear, \$750. Other Falcons available. Call "Fireball" Hartman 315-344-8882, email kyle57@twcny.rr.com or go to riverhousewares.com. NY.



1963 Falcon Futura convertible. Six cylinder 144, four speed, new tires. Red interior, bucket seats. 75,000 miles; restored about ten years ago. Asking \$12,000. Don Heider, 908-783-3949. NJ.



1964 Falcon, rotisserie built, mild custom, rod and custom front suspension, power steering, disc brakes, subframe connectors, plus X member. Aluminum radiator, crate 302, shift on tilt column, stainless and chrome. Redone cover, 4000 miles, custom console, aluminum gas tank and battery in trunk, \$16,500. Mike, 352-529-7258. FL.

1963 Ranchero project vehicle with original V8 in pieces. Pretty solid truck with minimal rust when stored 25 years ago. More information when weather permits removal from barn. Lou Williams, 734-522-2548 or lew01a@earthlink.net. MI.



1963½ Ford Falcon Futura Sport Convertible for sale due to health reasons. Painted its original color Rangoon Red, with Falcon and Mustang mechanics, newly built and in number one condition. View more than 100 photos which testify of no ordinary restoration but an

entire new rebuild at plus.google.com/photos/106342802519532958913/albums/5995159920407917953?authkey=CKW4-P_6hP-JgAE. Car will be delivered fully assembled, functional, and ready to drive. Optional engines are available—original six cylinder in-line with original gearbox, upgraded Mustang 200 six cylinder line with C4 or 289 or 5.0 V8 in top condition with C4. A brand spanking new car with lots of fun is waiting for you to enjoy! Call Vermeulen Thierry, 0032 486-078.981 or 0032 498-207.983; email Thierry.Vermeulen@telenet.be or info@naughty-boyz.be. Vermeulen Thierry, Prosper De Witstraat 18/b2, 2100 Deurne, Antwerp, Belgium.

1964 Falcon Futura convertible with 50,000 miles. All original 200 six cylinder automatic. Aqua with white top. Runs, drives, and looks great. Asking \$12,000. Call Joe, 614-581-0130 or email jarndt@cwls.us. OH.



1964 Falcon Futura convertible with six cylinder automatic, pale yellow body, black interior, new tires, and slight rust. Asking \$8500. Ward Heinrich, 860-567-0398. CT.

1964 Ford Falcon, 302 engine, 300 HP, C-4 auto transmission, eight inch rear end, five bolt axles. Rear shortened two inches, power steering, front disc brakes, Flowmaster exhaust. Built by Bill Scribner, Kent, WA. Owners, Don and Amy Tawes, 503-236-4684. OR.

1964 Falcon Sport Futura Convertible. Great driver with new paint. Affordable Auto Body has returned the car to the original Guardsman Blue, all trim now in place. Rebuilt 1965 200 CID six C-4 automatic trans, eight inch Maverick rear axle, 3.25:1; about 2000 miles on the drive train. Top works well,

has repaired rocker and torque boxes, serviceable interior. Excellent chrome: inside windshield trim, quarter window frames, wing window frames and outside top trim very good to excellent original condition. I have 98% of the parts to finish this car, and are included for \$9995. Correct Falcon bucket seats and console for an extra \$1000. I have owned the car since 1988 but I have too many projects; it needs to go to a good Falcon home. Detailed pictures upon request. Call or email Lenny Kellogg, Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964 or visit us at kelloggsgarage.com. CO.

1964 Falcon Futura with some rust and needs restoration. Runs strong, 2000, 5.0 EFI, T-5 transmission, P.T. rear, needs front steering. I have Mustang II front for car. Need to sell. Larry Rickman, 662-284-9285. MS.

1965 Falcon Ranchero project car. Body mounted on ranger/Mazda pickup frame, 460 CID V8 with C-6 automatic transmission. Doors and fenders have been replaced and glass and chrome are good. \$2000 OBO. L. Z. Little, 540-344-6207. VA.

1965 Falcon Futura with very little rust. New coil over front with rack steering. I have all the chrome. Body on car is great. Need to sell. Larry Rickman, 662-284-9285. MS.

1965 two door sedan, runs great. Older restoration. Black paint, turquoise interior, 170, three speed automatic. Super clean New Mexico car, newer paint and rubber. New headliner, bucket seats with original back seat. Spare 200 cu. in. engine, \$3400. Mike Fricken, 505-301-7210. NM.

1965 Falcon Sedan Delivery, \$4000. 1965 Falcon Futura HT, \$1200. 1965 Falcon Futura HT, \$600. 1968 Falcon two door sedan, \$500. 1965 Falcon two door hardtop, \$700. 1960 Comet two door V8, \$800. 1976 Ranchero GT, \$7500. Call Don Branson, 636-228-4501 or email dbranson@mail.win.org. MO.

—Continued on page 10

President's Message: Cliff McKay

I want to thank and congratulate our Mid America Chapter folks for hosting the 35th National Convention of our Falcon Club of America in lovely and interesting Overland Park, Kansas. This heartfelt "Thank You" goes out to all their team members and any volunteers who helped produce this event. Of course many of our other chapters made their donations as usual to support this outstanding event as well.

Additionally, I want to thank all of our membership for supporting national and regional events with their attendance. My wife Vanessa and I really enjoyed meeting and visiting with our many "Falconers," both new and old. Remember to watch for more Convention coverage this December in *The National Falcon News*.

Summer is the best time of the year for our local chapters to actively be on the lookout for new Falcons and therefore, prospective new members. Be sure to invite the folks you meet to join in your local events with our great Ford cars, trucks and vans. Good fellowship is hard to beat and it's a great recruiting tool too. Don't forget to hand out some of your FCA business cards or even pass along an older copy of our FCA magazine if available. Also, taking your kids, grandkids



or even the neighbor's kids to a local car show helps encourage a renewable interest in our collective Falcon pursuits.

FCA continues to encourage our membership to assist others who are interested in restoring or acquiring any type of Falcon vehicle of their own. It never hurts to spread the word on our great club and the incredible resources that are available to new members.

Don't forget to make plans to attend one or all of the regional meets scheduled for this coming fall: August 7-9 in Dearborn, Michigan; August 22-23 in Sturbridge, Massachusetts; September 5-6 in Niagara Falls, New York; October 3-4 in Kannapolis, North Carolina and October 10-11 in Redwood City, California. Sorry if I missed any others.

Take care of one another and remember that each day is indeed a "Gift" to be enjoyed and shared with others. May God bless. Hope your 2014 summer has been fun and enjoyable for your entire family. Enjoy taking those birds out flyin' safely down America's highways again. Myself, I can hardly wait for fall 2014 and the upcoming great car shows in my area.

—Cliff McKay (FCA #7987)
Peck, Kansas

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Black Cherry Sprint

I purchased my 1964 Falcon Sprint in 2005. Previously I had a 1964 Sprint convertible, but always wanted a hardtop from the time I was a senior in high school. My car came from a gentleman in Colorado whose son had driven it to college. It has a 302 C.I. engine, with a C4 transmission and I added an electric fuel pump.

About a year after I purchased it, I was driving down the interstate when I heard a huge explosion followed by the feeling of extreme pain—my greatest surprise ever. I had been rear-ended by a pickup truck doing in excess of 100 miles per hour.

The wreck bent the sub-frame, broke both motor mounts, buckled the rear fenders about a foot each, and tore both rotator cuffs in my shoulders. As you might guess, there was no damage to the pickup.

After repairing the mechanical parts, I took it to Tim Hicks' shop, where he proceeded to stretch it back



into shape. When we were ready to paint, I said, "If we're going to paint the back half, let's just change the color." That's exactly what we did.

Tim did a fantastic job inside the trunk and everywhere else. It's hard to tell it was ever another color, if you didn't know it first. It is painted Chrysler Black Cherry with Copper Pearl "Ghost Flames." Body filler is nearly non-existent in this car.

The car rides on Cragar SS 14x7 inch tires in the front and on 14x8.5 inch tires in the rear, with BFG TA radials. The interior is leather-feel

vinyl with Cranberry fabric inserts, patterned after original 1964 seats.

The Falcon and I have been to many regional and national Falcon events and I've thoroughly enjoyed all my time I have spent driving it to shows all over the country.

Now my attention is turning to my current project—a 1964 Falcon Econoline pickup.

—Richard L. Freeman (FCA# 6521)
Meriden, Kansas

—More photos on pages 16 and 24

THE RAINIER FALCONS INVITE YOU TO

THE 3RD ANNUAL **2014**

MINI-REGIONAL

Falcon

MEET

SUNDAY,
SEPTEMBER 14

GRIOT'S
GARAGE

—TACOMA, WA—

WWW.RAINIERFALCONS.COM

Classified Advertising

—Continued from page 7

1965 Falcon Futura 289 convertible. Some rust on floor pan. On rotisserie, needs restoration. 351 Stroker motor. TFS twisted wedge heads, Moser axles, intakes, Cobra valve covers, many more parts. \$8000 OBO. Contact Richard Disbrow, 440-320-6198 or rndisbrow@centurytel.net. OH.

1965 Falcon Futura convertible, Burgundy over Burgundy/black custom interior. 95,000 miles. Rebuilt 302 H.O. with a four bbl Holley and rebuilt C4 three speed. Power steering, front disc brakes, dual bowl conversion, five seat belts and modern lights for safety. Newer top, paint is in excellent condition, engine bay detailed, and dash restored. Zero rust, no leaks. \$16,995 OBO. Greg, 734-218-5302 or gregorykrea@gmail.com. MD.

1966 Falcon Futura two door sedan, all 7254 miles believed to be all original. Needs repair to cross member under the radiator and restoration to six cylinder three speed manual transmission, \$4000 OBO. pj7753@gmail.com. VA.



1966 Ranchero, 5.0 4V, top loader, four speed with overdrive with five original Magnum wheels, including spare. Includes a neon light underneath. There is some rust along bottom edges, \$4000. Photos available online at imageevent.com/desotorigr/cars/tequillasunset. Tom Milne, 541-921-0756 or ranchero66@mac.com. OR.

1970½ Falcon two door sedan with original 250 CID six with C-4 automatic transmission. Body is in fair shape with minimal rust. Needs restoration. Car runs and is driveable. \$3000 OBO. L. Z. Little, 540-344-6207. VA.

FALCONS WANTED

1963 Falcon Sprint coupe, four speed original or original restored. Please no rusted out car. Call or text Norris, 337-296-6470 or email njstoute@bellsouth.net. LA.

WANTED: Good 1963, 1964 or 1965 Falcon Sprint with factory four speed transmission. Hardtop or convertible. Bench or buckets. Call Dave, 905-648-2705 or dmolnar@sympatico.ca. Ancaster, ONT.

Wanted: 1965 Sprint, manual transmission, 289, original car or correct restoration in terms of original color paint and interior. Distance no problem. Call Jerry, 336-765-8312 or email wwhitfield@triad.rr.com. NC.

1969–1970 Falcon coupe, driver quality or better. Must have good paint and no rust. Mechanical challenges OK. Stock or lightly modified with V8 preferred. Willing to travel for the right car for my 1969 model wife. Knowledgeable buyer with nice garage. 717-538-0474 or dvandtl@yahoo.com. PA.

PARTS FOR SALE

Fordomatic two speed rebuilding kits with gaskets, o-rings, lip seals, clutches—bronze frictions and steels, sealing rings, front and rear seal, \$145 to \$165. Specify engine size and year. Bands, \$55 each exchange; \$25 core charge each. Adjustable modulator \$20. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. Contact David Edwards, 781-449-2065 or autotran.us. MA.

Bucket seat side skirts for 1960–63 Falcon, two pair, new, never mounted, \$140. Roger Stucky, 309-706-1839 or rcstucky@gridcom.net. IL.

1965 289 distributor, date code 4KB, \$150; connecting rods, \$100; oil pan, \$35, gold valve covers, \$60; 2V intake, \$75; exhaust manifolds, \$100. 1968 302 4V intake manifold and carb spacer,

cast #C8ZE-9425-A, date 8A31, \$300. New AFR 205 cc aluminum heads, \$1850. 1965 289 Hi Po aluminum water pump: cast #C5AE-8505D, \$400. 1968 302 4V stroked to 347 Eagle rotating assembly, Holley, Edelbrock, MSD, ARP main and head studs, roller rockers and stud girdles, \$4800. Small block AFR aluminum heads, CNC ported part #1420, 185 cc, \$1450. 1995 351W heads: cast #E7TE, dates 5B15 & 5B17, also 4K22 and 4L12, \$100. Keith Litteken, 314-351-1789 or kslitteken@aol.com. MO.

Two Ford alternators 60 amps each, complete with a regulator. Asking \$50 OBO for each set plus shipping. One rear bench seat from 1968–1969 Falcon. Light blue and dark blue vinyl seat in excellent condition. Asking \$50 OBO plus shipping. 1964 Falcon V8 front brakes complete for sale. New 2¼" wide brake shoes, new wheel cylinders, new hoses, new NOS brake drums. All above with approximately 250 miles on them. Asking \$200 OBO plus shipping. Lloyd Marshment, 519-542-3684, grhead@hotmail.com. ON.

1960 NOS Ford Falcon grille, \$199. 1964–65 front and back gold carpets for Falcon/Comet hardtop, Ranchero or wagon, \$99. 1964–65 Falcon tail light buckets, good condition, \$45. 1965 Falcon headlight doors, good condition, \$45. 1963 Falcon Sprint, back panel trim, \$75. 1964 Falcon Futura, back panel, \$75. 1963 Falcon front fender spears, good condition, \$100. 1963 Falcon fender top ornaments, \$100. 1963 Falcon radio delete, \$195. 1964 Falcon radio delete, \$195. 1963 Falcon Sprint eight inch rear end, complete, drum to drum with E-brake cable, \$400. 1963 Falcon Futura glove box door, \$65. 1964–1965 Falcon glove box door, \$50. 1963–65 Falcon/Comet four speed shifter, \$195. 1963–65 Falcon/Comet four speed tunnel, \$199. 1964–65 Falcon/Comet top loader shifter box with linkage, \$355. 1963 Falcon hood ornament, re-chromed, \$299. 1963 Falcon hood ornament, black wrinkle powder coat,

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\$155. 1965 Falcon shop manual, \$40. More NOS and used Falcon parts available. Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY.

1965 Falcon four speed transmission, rebuilt with shifter, like new, \$850. Don, 903-852-7067. TX.

Ford 170 special inline six cylinder engine with original Ford-O-Matic two speed automatic transmission. The engine runs. Everything is original. \$800 OBO. Gage Irwin, 419-890-2018 or irwinri27@gmail.com. OH.

NOS: 1960 grille, \$195; 1961 grille, \$295; 1961 headlight doors, \$195 pair, 1960 Deluxe wheelcovers, 13 inch, \$195 set of four, 1962-63 Deluxe Squire wheelcovers, 13 inch, \$195 set of four. Also good used 1962-63 Deluxe Squire caps, \$40-100 per set based on condition. 1962-63 Squire wood grained gas caps, in the box, \$295. New hardtop bucket seat upholstery, tan or black front and rear seats, \$300 per set. Nice Used: 1963 headlight doors, \$50-95 a pair, good 1960 grille with a scratch, \$95; nice used 1961 grille with good parking lights, \$195, Re-chromed interior windshield trim for hardtops and convertibles: three piece set, \$325-450 exchange. 1964-65 six cylinder power steering systems: one from a working car, one stored outside and will need work—both VERY RARE, \$495 and \$895; 1966-67 power steering system: steering box with straight through shaft, complete lower linkage, no pump/brackets, \$495 as is. Narrow Pattern Toploader four speed for a 1964½ Mustang, can work in a Falcon with a Falcon tailshaft housing, rebuilt, \$995. Single chrome Ranchero trim set, \$750, needs only the chrome handle for the gas cap. Station Wagon tailgate cranks with serviced locks and new keys for 1966-70, \$250. 1964-65 Futura door badges, repainted plus good chrome, \$20 a pair. 13" and 14" wire spinner hubcaps, all grades: restored, good used, and driver quality, levels #1-4, \$150-\$650 per set based on condition. All prices are plus shipping. We have a 30+ year collection of Falcon and Comet parts. Please call or email Lenny Kellogg, Kellogg's Garage, lenkellogg@lpbroadband.net or 970-593-1964 or visit us at kelloggsgarage.com. CO.

1964-65 convertible top frame and related parts. Complete top frame assembly; side, corner, top, outside stainless windshield trim, left hand and right hand pot metal quarter trim, pump, cylinders, wiring, switch, latches, sun visors, side chrome inside windshield trim, one quarter window regulators, tracks, and tacking strip. Some minor rot in frame, but is in great usable condition. Pump/cylinder condition unknown. \$750 for all. Robert Dirksen, 678-313-8438 or sneskrid@charter.net for photos. GA.

—Continued on page 14

CALENDAR OF EVENTS

AUGUST 7-9, 2014

METRO DETROIT REGIONAL MEET

For information, check Chapter website at detroitfca.webs.com.

AUGUST 22-23, 2014

NORTHEAST CHAPTER 17TH ANNUAL REGIONAL FALCON MEET STURBRIDGE, MA

For information, email Cris Bowes at CBRicris@aol.com or check Chapter website at northeastchapter.com.

SEPTEMBER 5-6, 2014

FCA REGIONAL MEET NIAGARA FALLS, NY

Hosted by the Erie Canal Chapter FCA. Holiday Inn, 114 Buffalo Ave, Niagara Falls, NY. 800-HOLIDAY. This is the same hotel as the last time. It is walking distance to the Falls, the Seneca Niagara Casino and many other attractions. Register at eriecanalfalcon.com or use form in this issue to register now!

SEPTEMBER 14, 2014

2014 FCA PACIFIC MINI REGIONAL TACOMA, WA

Hosted by the Rainer Chapter FCA. This one day mini Regional show will be held at Griot's Garage in Tacoma. Visit the Chapter's website at rainierfalcons.com for more information.

OCTOBER 3-4, 2014

CAROLINAS CHAPTER 11TH REGIONAL MEET KANNAPOLIS, NC

Hosted by the Carolinas Chapter FCA. For info email James Baxter at info@baxtersigns.com or check Chapter website at ncfalcon.org.

OCTOBER 10-11, 2014

24th ANNUAL FCA PACIFIC REGIONAL REDWOOD CITY, CA

Hosted by Golden Gate Chapter FCA. Use form in this issue to register. For more info visit ggfca.homestead.com/regional.html.

**Are you hosting a Falcon event this year?
Send a notice to fca.editor@yahoo.com to
get the word out to FCA Members.**



My 1962 Falcon

By Terry Critser

It was November 2009 and I was on break when a work friend of mine was talking about how he and his brother found this 1962 Falcon in a falling-down shed while they were hunting. It took them over two years to get the owner to sell it to them. They wanted the body to make a drag car, but once they got the car out of the shed they found it was in a whole lot better shape than they thought and were unsure what they wanted to do with it. I told him I would have loved to find something like that to restore. He asked me if I would like to see what they had and maybe they would sell it before they cut it up. So we took off at lunch to go see it and I saw the potential even if she was falling apart, not running and rusty. It looked like all the parts were there and the price was okay at \$1200.

With a 144 straight six, three on the tree and 63,000 miles, her hub caps were still on and there was a bumper jack in the trunk with a spare. I paid the man and called a wrecker to have it towed to my home in Chesapeake, Virginia. I told my wife June when I got home that night that I had a project car to work on—just as the rollback was pulling up. I paid the driver seventy-five dollars and we unloaded her off the rollback. June had nothing good to say about the car and said she was not going to ride in it. We got the car into the garage and I started to work on taking her apart, taking pictures so I'd know how to put her back together.

My plans were to do the drive train, interior, body work and new paint. After starting to take her apart I found that the gas tank, fuel, brake lines and, brake cylinders all needed to be replaced. So I removed everything, scraped, cleaned and painted her belly and engine compartment. With the engine out, I took it over to a friend's shop to have it checked out and rebuilt. After finding a rebuild kit for the one barrel carburetor, it was an easy job. The generator had stuck brushes; once they were cleaned it was as good as new. I had to find a replacement radiator that would fit in the small space of the one core because I wanted a two core to keep her cooler on a hot day. Then as all the new parts started to come in I continued putting her back together. All



was going okay until I decided to work on the transmission and a spring came out of nowhere. I loaded up the transmission and took it to a friend who said it would have been only fifty dollars to clean and check out the transmission but because I had my hands in it would be one hundred fifty dollars—a lesson learned. I got the drive train, brakes and fuel system all together but she would not start. After a week I found out she was missing a resistor wire. I got the wire installed and was ready to hook up the battery and try to start her. My wife came to the garage and said, “We have to go,” because our daughter was at the hospital ready to have our first grandbaby. I stopped and we took off for the hospital.

—Continued on page 15



Classified Advertising

—Continued from page 10

Bare big bearing "N" case, \$300. 31 spline axles, \$300. 3.00 ring and pinion, \$75. Staggered shock plates, rough, \$75. All parts out of 1970 Cyclone. Should fit 1970½ Falcon. John, 413-527-8502. MA.

Large 35 year collection of good used parts for 1960–69. Hoods, \$75–\$110. Doors, \$50 –\$75. Chrome moldings, \$5–\$25. Many body and chassis parts, too numerous to mention. Also some parts for 1963–65 Comets and Fairlanes. Complete Fiberglass front clip for 1960-61 Falcons, new, \$650. For race cars. Held on with pins. Don Branson, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or dbranson@mail.win.org. MO.

Parts available from 1967 Ford Falcon Sport Coupe. The body was not salvageable for restoration. If you are in need of specific parts for a 1967 Falcon, contact me. If the part is available, I will give an overview of the condition along with a price. Shipping extra charge or parts can be picked up. Many parts are interchangeable with 1966, 1968, 1969 and early 1970 Ford Falcons. Please call Bob Karpenko, 716-735-7547 between 7:00 and 9:30 PM Eastern. If no answer please leave a message. Email: GreedyMite@hotmail.com. NY.

PARTS WANTED

WANTED: An original grille for a 1963 Falcon Futura convertible—in very good or excellent condition. Call Jamie at 402-418-1021 or email jamietkarl@gmail.com. NE.

WANTED: good working C-4 case fill type three speed automatic transmission for a 1960 Ford Ranchero with 144 cubic engine. Merle Martin, 808-939-7069 or mmartin55@hawaii.rr.com. HI.

Rear bumper for 1964–1965 Falcon. Needs to be straight; dull or faded patina is just fine. Good chrome, but not show quality. Will go on an unrestored patina daily driver. Call or text Doug, 850-866-2315 or WCC342@hotmail.com. FL.

Wanted: 1963/1964/1965 Falcon Hi Po exhaust manifolds; 1965 Falcon deluxe gas cap; 1964/1965 vinyl top trim. Vic Falcone, 518-355-7756, vfalcon64@aol.com. NY.

Carburetors for FE engines: part number on air horn C8OF-AB & C8OF-AA. FE distributors: part number on housing C8OF-D, C8OF-F, C8OF-H. The parts must be in excellent condition either used or NOS. Keith Litteken, 314-351-1789 or kslitteken@aol.com. MO.

Looking for 1961 Falcon stainless steel body moldings. Fenders: all cars/Doors: Four/Quarters: four door wagon/Rear: wagons. Pete, x2k@lycos.com, CA.

Want to buy a good dash pad unit for a 1968, 1969, or early 1970 Falcon. I am looking for a dash pad with no cracks. Very slight speaker hole area issues are OK. Color isn't an issue as it will be re-dyed to match the interior of my car. If anyone has a dash pad to sell, please contact me with an explanation of condition and price along with cost of shipping to zip code 14105. Bob Karpenko, 716-735-7547, Eastern or GreedyMite@hotmail.com. NY.

Heater fan switch for 1963 Ranchero. Don Mangan, 650-787-4166 or hillbillydon1723@yahoo.com. CA.

1964, 1965 automatic floor shifter for a Falcon or Ranchero. A non-column shift steering column for a 1964 or 1965 Falcon or Ranchero. Please contact Paul at 617-549-9973 or paul@bostonsoundworks.com. MA.

INFORMATION WANTED

Does anyone know if there are any blueprints for the 1963 Ford Falcon Futura? If so, please contact Rich, my64ranch@aol.com.

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Access the technical articles on the FCA website with this password: FCAmemberIGS.


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MISCELLANEOUS FOR SALE

Rodders Journal, Numbers 1 to 64, in as-new condition, \$850 if picked up; \$1000 if shipped. Mike, 352-529-7258. Ocala, FL.



This red 1965 Falcon Sprint artwork is now available in a 12" x 24" limited edition art print, from original art by automotive designer/artist, and Falcon Club member, Jim Gerdorn. The print is \$40, with free shipping (US and Canada), and each is personally signed and numbered by Jim. This is one of many prints available on Jim's website DesignFactoryArt.com. The print can be ordered online, or by mail from Design Factory, P.O. Box 14037, Lenexa, KS 66285-4037.

My 1962 Falcon

—Continued from page 13

The next day, November 6, 2010, I hooked up the battery and tried to start the Falcon again. She fired up and purred like a kitten. So now I had two babies in my life, my granddaughter and my Falcon. I got her some tires, replaced the heater core, cleaned and oiled the fan motor and adjusted the brakes, and she was ready for a test drive around the block. I asked June if she would like to ride and she said, "No," she would stay home and I could call her to come and get me if needed. The test run was great, no problems, just a little loud because there was no muffler, just a straight pipe. I took her to get a muffler after which she ran good and sounded great. I planned to take her on a longer test run for a car show in March 2011, about 75 miles from home in Kitty Hawk, North Carolina. My brother in-law was here from Iowa and said he would go with me. We took off and I had a little vibration at 55 miles per hour going to the show. I was lucky and walked away with second place as a diamond in the rough. Then on the way back home the vibration seemed to get worse. I got home,



put her on stands and we found that the U joint on the drive shaft was not centered. I fixed the problem and she ran great at 70.

I used the VIN for the paint and interior colors. The exterior was to be Viking Blue, the interior Turquoise and Aqua trimmed in Wimbledon White. She was manufactured October 12, 1961 at the Metuchen, New Jersey assembly plant. Her base price was \$1985 and featured an "Electric Shaver" grille, a vertical bar theme in stamped aluminum. After getting her painted my wife loves riding in the Falcon and will go with me anywhere. I love taking her to shows and listening to all of the comments people make about my Falcon like, "My dad had a Falcon," "I learned to drive in a car like that," and "She sure is a beauty." I guess all the time and care I put into my Falcon has paid off. I really enjoy showing her off and hearing all the comments. After receiving first place at a car show, Best in Class, I'm feeling great. And my daughter has told me that my granddaughter, my first grandbaby, wants Pop Pa's Falcon. LOL.

—Terry Critser (FCA# 13956)
Chesapeake, Virginia

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The Black Cherry Sprint

—Continued from page 9



—Additional picture on page 24



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Final Journey

Carl Henderson

(FCA #6892)

February 7, 1943–May 25, 2014



Carl Henderson, 71, of Camden, Delaware passed away Sunday, May 25, 2014, peacefully at home, surrounded by his loving family.

He was born, February 7, 1943, in North Wildwood, New Jersey. He married Naomi Marie McNeill on April 13, 1963, in Erma, New Jersey. He retired after 22 years of honorable service in the United States Army, having served in Panama, Ft. Knox, Kentucky, Vietnam, AFCENT in The Netherlands, Ft. Campbell, Kentucky and Washington, D.C.

In his retirement, Carl and his wife enjoyed traveling to classic car shows around the country. He served as President of the Mason-Dixon Chapter of the Falcon Club of America and was also a member of the Falcon Club of America.

Carl was a fixture at Falcon events. A friend recently commented, "You could count on Carl being there to greet you upon arrival at the front of the host hotel. Chances are that if there was an empty chair next to you, at some point during the show Carl occupied it and had a Falcon conversation. Carl was a one-of-a-kind and the world was a friendlier place for having him around." Carl's last FCA outing was the Keystone Regional in Bethel, Pennsylvania where he won Best in Show Modified with his 1961 Ranchero.

He is survived by his wife of 51 years, Naomi; one daughter, one son and wife, and seven grandchildren. Carl led a very active life in which he never met a stranger and always offered a helping hand. His favorite things in life were family, friends, and Falcons. A celebration of his life was held Saturday, May 31, 2014 in Camden-Wyoming, Delaware. Burial will be in Arlington National Cemetery, Arlington, Virginia. Carl's red Ranchero was at the funeral home and those who came to pay respect were encouraged to drive their Falcons. Contributions may be made to the AstraZeneca Hope Lodge, 110 West Laurel Ave., Cheltenham, Pennsylvania 19012.



I have met many people in the Falcon Club of America, but Carl was a little different. He seemed a little gruff to me when I first met him and so I did not drift to him often in the beginning. Once I started attending more Falcon events and I started to see beyond the exterior personality, I saw a man that was truly a gem.

Carl was always smiling even though he had a litany of health problems. He survived with more forms of cancer than any other individual I have known. Speculation is the cancers came from his days in Vietnam and exposure to Agent Orange. Most people would have become bitter and angry; not Carl, he just took it in stride. Replacement shoulder joints had left him with arms that did not rotate very well. If he couldn't breathe at high alti-

tudes, "Get me to the hospital for some oxygen and I will continue on."

Carl took everything in stride. A new paint job on his Falcon that got scuffed up by a fly away pop up awning, no problem...carry on. A breakdown on the side of the road in God knows where...call a tow truck. A tornado that scuffed the Falcon paint again and tore the roof off the house and the garage, "Hey guys did you see me on the news?" Carl just took life as it came; if it knocked him down he got back up, brushed himself off and carried on. I envied the persona that Carl displayed as I worry about things and, because of it, miss out on some of life's adventures. I don't think Carl missed many adventures.

I have to smile when I think of some of our last meetings. One of

my favorites was when I was working in the yard and heard a car turning around in my driveway. A Cadillac pulled up next to me, the window rolled down. It was Carl, with that sly little grin of his, and Naomi. I couldn't help but wonder, "How the hell did they pull up in my driveway in my new home in Florida that not even my kids had found yet?"

Carl expected to live to 100, but he didn't make it. I am sure he didn't worry about it. He was a special kind of character, "What me? Worry?" My email in-basket will be a little less full and a lot less cheerful. A void will exist at future Falcon events, a void that will not be bridged. Carl is expecting us all to carry on. Godspeed my friend.

—Dick Harrington
(FCA #12563)

Installing Trunk Torsion Bar Springs

This article was inadvertently overlooked by the former Editor. Instead of being placed in an Archive folder, it remained in a monthly issue folder and did not run. Wendy regrets the error, but the info is still relevant. Good thing our cars are ageless!

If you have ever tried to re-install Falcon trunk torsion bar springs you probably are familiar with the battle that takes place. I know the first time I tried re-installation of the torsion bars, I started out with the hinges installed and then tried to place the torsion bars in place. While lying on my back in the trunk, no matter what I tried, I would lose control of the torsion bar just before getting it in its proper location. So, I took the hinges out of the car and tried to get torsion bars in place on the living room carpet. Just when I thought I had it, something would move and it was back to square one. Eventually I won the battle, but wasted the better part of the day developing a strategy.

At a regional event, a few of us dedicated Falcon owners were discussing the issues that have proved challenging during restorations. The trunk spring re-installation issue was brought up and Jack Ellis mentioned he had made a simple tool to solve the problem. He had shared the idea with Chuck Beason who immediately collaborated on how simple and effective the tool was.

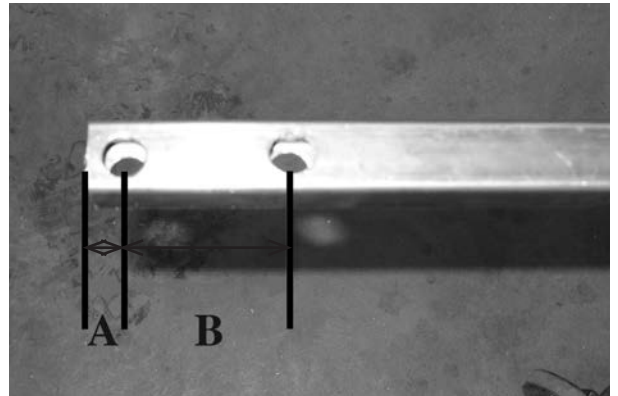
Here is how to make yourself a trunk torsion bar spring re-installation tool. The materials required to make the tool are a one inch square tube, 16 gauge or thinner, about 12 inches long and some $\frac{5}{16}$ inch rubber fuel line.

Drill two $\frac{5}{16}$ inch holes, the first hole is drilled one inch (A) from one end and the second hole is drilled $2\frac{1}{4}$ inches (B) from the first hole. Using either a cut-off wheel or a hack saw, cut the edge of the square tubing to open up the top hole. Insert a piece of $\frac{5}{16}$ inch fuel line into the second hole and trim flush with each side of the tubing. Cut a second piece of $\frac{5}{16}$ inch fuel line and cut a slit the full length of the fuel line. You are now ready to put the torsion spring tensioning tool into action.

To use the trunk torsion bar tool, place the split piece of fuel line over the long torsion bar. Slip the tool over the fuel line and then slide the tool towards the hinge so the second hole on the tool slides over the torsion bar stub. Now simply rotate the tool to engage the stub in the slot of the hinge. If you are going to use this tool to remove your trunk torsion bars, be sure to have someone hold the trunk lid up or use a temporary prop rod. This tool will also work to re-adjust the torsion rods if they have weakened over time.

If you have a solution to the challenges of Falcon maintenance and restoration please share it with us. Contact the Editor or me; we will be glad to assist in developing an article with you.

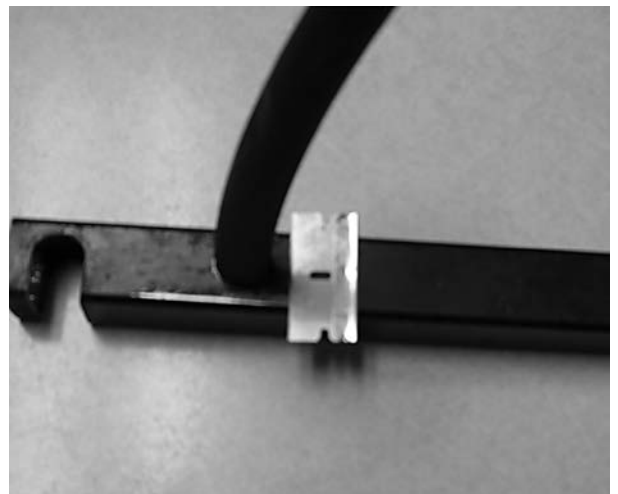
—Dick Harrington (FCA # 12563)
Titusville, Florida



Drill two $\frac{5}{16}$ inch holes, the first hole is drilled 1 inch (A) from one end and the second hole is drilled $2\frac{1}{4}$ inches (B) from the first hole.

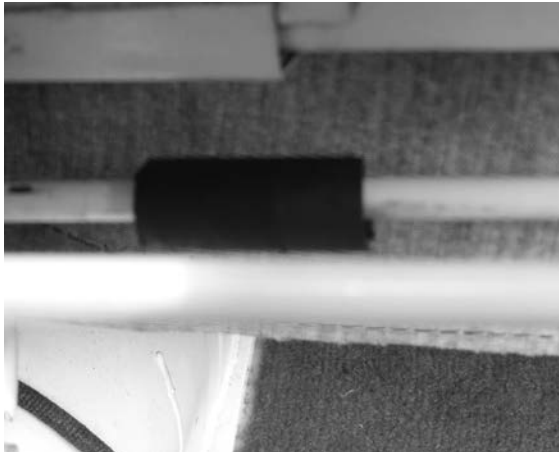


The upper hole is opened up with a cut off wheel or hacksaw.



A piece of $\frac{5}{16}$ inch fuel line is inserted into the second hole and trimmed flush.

By Dick Harrington
Photos and Engineering By Jack Ellis



A 1½" piece of 5/16" fuel line is split and placed over the torsion bar.



The tool slides over the fuel line on the upper side of the torsion bar.



The tool is placed over the torsion spring and rotated into position.

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FALCON HELPS FURTHER COLLEGE MISSION

My wife, Darleen Connolly, works at Hanover College, a small liberal arts college in Hanover, Indiana, near our home in Madison. The college was founded in 1827 and is nationally known for its excellent academics as well as the beauty of its 650 acre campus that overlooks the Ohio River. The Falcon that I received for my 50th birthday gift—featured in August 1999's *Falcon News*—has proven to be a useful marketing tool for the college.

Hanover College received an estate gift in 2010 that included a home with a unique feature: a garage built into the interior of the house with a rotating turntable floor. A car can be driven through the extra-wide front doors of the home, across a small foyer and into the interior garage. When it is time to drive out, a push of a button turns the floor 180 degrees and the car can be driven out the same way it came in. That December the college allowed this home to be included on a Christmas Tour of Homes in our area and wanted a fun vintage car to feature on the turntable. My Rangoon Red 1963 Falcon convertible was just what they needed and looked very Christmas-y sitting on the garage turntable.

Additionally, when the college began participating in Indiana's personalized license plate program a few years

ago, they wanted a fun vintage car to use in advertising. Again, our Falcon came to the rescue. Fees received by the college from the state's sale of Hanover license plates go to a global scholarship fund to support international travel opportunities for students. Because Hanover's colors are bright red and blue, the college's graphic designer used some Photoshop magic to make the car different colors for different ads. Postcards are sent to Hanover alumni in Indiana each year to encourage them to purchase Hanover plates for their cars. The postcard features a rear view of our red—or Photoshopped blue—Falcon with a "GLOBAL" license plate against a background picture from an international study class. This marketing piece was so attractive that it was used to create a poster that now hangs in several Indiana Bureau of Motor Vehicles license branches throughout the state.

I'm glad that our Falcon convertible, which provides hours of fun driving time for us, is also being used to help promote an outstanding nationally recognized college here in Southeastern Indiana!

—John Connolly (FCA #8393)
Madison, Indiana

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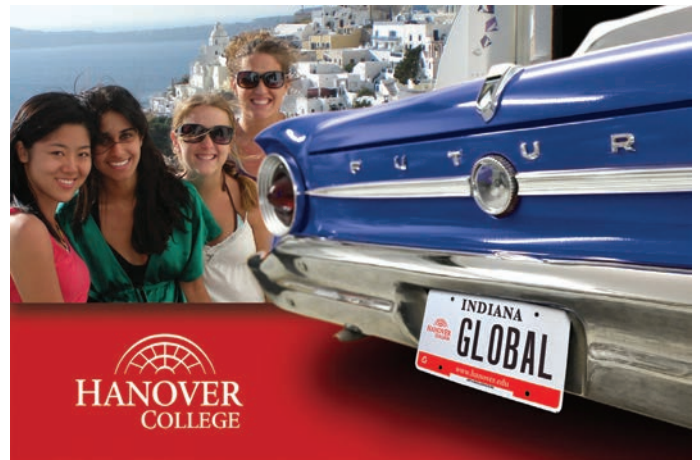
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On the left is the Falcon in its true red color with an "1827" license plate, the year Hanover College was founded. On the right, is the Photoshopped blue version with a "GLOBAL" plate and background photo, used as an advertising postcard for license plate mailings.



The Hanover College campus overlooks the Ohio River.



The Falcon sits on the garage turntable during Hanover College's Christmas Tour of Homes.

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1960-72 Falcon / Fairlane
includes 1960-70 Comet
1960-79 Ranchero / 1968-71 Torino

1932-1947 Ford Pickup
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1957-1966 Ford Pickup
1967-1979 Ford Pickup

1980-1996 Ford Pickup
1966-1996 Ford Bronco
1939-1964 Ford Tractor
1936-1965 Cushman Scooter

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FCA Regularly Scheduled Chapter Meetings

Alamo Chapter
San Antonio, TX
 2nd Sun. monthly
 Pig Stand, 1508 Bdwy.
 San Antonio, TX
 210-626-2050

Arizona Chapter
Phoenix, AZ
 2nd Sat. except June,
 July, Aug. at Berge Ford
 460 E. Auto Center Dr.
 Mesa, AZ
 480-888-0589

Bluegrass Chapter
Louisville, KY
 2nd Sat. Mar., June,
 Sept., Dec. 4:00 PM
 Mark's Feed Store
 10316 Dixie Hwy.
 Valley Station, KY
 502-290-8716

Blue Ridge Chapter
South Carolina
 3rd Sun. monthly
 Greer, SC
 864-879-1060

Capital City Chapter
Austin, TX
 3rd Sat. monthly
 4:00 PM
 512-670-0544

Carolinas Chapter
Charlotte, NC
 1st Mon. 7:00 PM
 Holiday Inn Express
 2491 Wonder Dr.
 Exit 60: I-85
 Kannapolis, NC
 704-736-1920

Central California
Falcons
Bakersfield, CA
 1st Tue. 7:00 PM
 Rosemary's Creamery
 F St.
 661-587-5839

Columbia River Chapter
Vancouver, WA
 1st Thurs. monthly
 7:30 PM, Mar.–Nov.
 Benny's Rod & Custom
 Pizza Café
 4219 NE St. Johns Rd.
 Vancouver, WA
 360-225-7403

Early Falcon Car Club
of Victoria, Inc.
Australia
 1st Tue. 7:30 PM
 Cafe Hotel, Melbourne
 9369 1574

Founder's Chapter
Arkansas
 2nd Sat. monthly
 501-605-1370

Gateway Chapter
St. Louis, MO
 4th Sun. monthly
 636-677-4670

Golden Gate Chapter
San Francisco, CA
 2nd Sat. odd months
 408-293-5848

Greater Ozarks Chapter
Springfield, MO
 2nd Sun. even months
 Panera Bread
 N. Kansas Expressway
 Springfield MO. 2:00 PM
 417-761-2677

Hoosier Chapter
Indiana
 1st Sun. monthly
 Edwards Drive-In
 2126 S. Sherman Dr.
 Indianapolis
 317-418-8301

Lone Star Chapter
Mt. Pleasant, TX
 3rd Sun. monthly
 903-572-9593

Metro Detroit Chapter
Detroit, MI
 1st Sun. bi-monthly
 Holiday Inn Southgate
 17201 Northline Road
 Southgate, MI
 313-382-2993

Mid America Chapter
Kansas City
 1st Fri. monthly
 913-592-3571

Mile Hi Chapter
Denver, CO
 3rd Fri. monthly
 303-857-9360

Music City Chapter
Nashville, TN
 Monthly Meetings
 Call for dates/locations
 615-452-0321

Northeast Chapter
New England
 3rd Sat. monthly
 northeastfalconchapter.com
 401-823-1059

Northland Chapter
Minneapolis, MN
 2nd Sun. odd months
 952-334-1653
 northland-falcons.com

Raptor Chapter
Princeton, IL
 1st Sunday of each quarter
 815-200-6348

Rainier Chapter
Seattle, WA
 Bi-monthly Jan–Nov.
 University Burgermaster
 3040 NE 45th St. 7.00 PM
 rainierfalcons.com
 206-290-3093

River City Chapter
Sacramento, CA.
 2nd. Sat. even months
 12:00 PM
 Round Table Pizza
 1566 Howe Ave
 Sacramento, CA
 209-957-0974

So-Cal Falcons
Pasadena, CA
 2nd Sat. bi-monthly
 805-583-4403

Sooner Falcons
Oklahoma City
 3rd Sat. monthly
 405-820-4808

Sonoma County
Santa Rosa, CA
 1st Thurs. monthly
 707-539-2860

Southeast Chapter
Georgia
 1st Sun. monthly
 770-887-6268

Space City Chapter
Houston, TX
 2nd Sat. monthly,
 6:00 PM
 Prince's Drive-In
 I-45 & Fuqua
 713-703-5110

Star City Falcon Club
Roanoke, VA
 Monthly meetings
 Call for date/location.
 540-254-1515

Third Coast Chapter
Houston, TX
 3rd Sat. even months
 5:30 PM
 Valley Ranch BBQ
 22548 SH 249
 Spring Cypress
 281-467-4607

Virginia Falcons
Richmond, VA
 2nd Sun. even months
 804-739-1615

Wheat State Chapter
Wichita, KS
 2nd Sat. even months
 316-838-7487

Wild West Falcons Chapter
Western Colorado
 Meetings quarterly
 Call Ted for details.
 970-314-2498

Most of you have heard or read in the July issue of *The National Falcon News* that Editor Wendy Crosby has retired to a life of bus adventures. Kudos to the outstanding and award-winning job she has done. She will be missed as Editor, but I'm sure we'll be seeing her, along with Jim and their kitties, pulling up in their bus at venues all across the U.S.

With great excitement and humility, I now step into the role of Editor and begin what I hope is a long-term relationship with the Falcon Club of America. I offer a very special thanks to Wendy for grooming me and to the Board for choosing me. I consider this a great opportunity and honor to be *The National Falcon News* Editor.

Since the deadline for the August issue occurred before the National Meet, I will hopefully have met many of you by the time this magazine arrives in your mailbox.

Perhaps you might like to know a little background about me. My husband Bill has always been a "car guy." I've learned much from his comments over the years. I watched my Dad and brother rebuild a Model A. There have been many Fords in my past...my first car being a very close relative to the Falcon and my second probably a niece or nephew in the Falcon legacy.

Several years ago, our family took a vacation to Detroit and visited the Ford Museum. That's when I became intrigued with cars and how our society changed with the automobile's invention and emergence.

My personal life includes growing up on a farm in Northeast Missouri, then college where I met Bill Wilkerson who I've been married to for 37 years. Many of you may know Jim Wilkerson who is Bill's brother. The Wilkerson boys all grew up fixing their own cars. After many years in the printing industry, Bill now sells fleet vehicles for a large GM dealer in the Kansas City area. We have two children, Benjamin and Meaghan, and two grandchildren with another due as this magazine is arriving in your mailbox. I am blessed to have them all living in the Kansas City area. I love being a grandma and would probably put it at the top of my current hobbies or favorite things.

My work background is in the graphic arts and printing industry. With a degree in Graphic Arts, I learned how to cut and paste the old fashioned way. For 13 years I worked for a major bank, overseeing their in-house graphic design, press-room facility and print purchasing. During that time, I had my

two children and faced that difficult decision of how to balance motherhood and career. I chose both; I became a freelance graphic designer and started my own business in 2001 with one of those brand new Macintosh computers. Since then, I have been creating, designing, fixing—everything from business cards, forms, annual reports, newsletters, and now editing *The National Falcon News*. I still have a couple of Macs, now with just bigger screens and a tad bigger processors.

Beyond the love of family and work, I love God and am active in my church. I play the piano, the clarinet, and even a little bit of saxophone. Reading a good novel or playing the piano are my go-to relaxation activities. I enjoy most sports. I am a loyal Kansas City Chiefs fan and Royals baseball fan, so I can always talk football and baseball if you're interested.

One of my hobbies is photography. Taking a camera on a walk and catching a cardinal—or now of course a Falcon—brings me great joy. I also love capturing people's faces in action, doing what they love most.

I am already an admirer of your cars and the amazing amount of work that has gone into rebuilding and restoring so many of them. I am excited to put my own hobby to the test and try to get that perfect shot of you or your Falcon...maybe even for a future magazine cover.

Following Wendy's legacy will not be easy. I'm sure I will need plenty of your advice as I look ahead to a bright Falcon-filled future. Some of the technical terminology and details of the Falcon will have to be learned along the way, so please be patient if I ask a very elementary question or just goof up something obvious to the rest of you. If you've sent an article or an ad and don't see it for awhile, please don't hesitate to inquire about its status. Some things could inadvertently slip between the cracks.

Having worked with Wendy for months prior to becoming Editor, I believe as a result you will see very little differences in the look of the magazine. I have a few new content ideas, but much of that will be up to what material I receive from you. I'd love to hear what YOU would like to see. Personally, I'm intrigued by the Australian Falcon and would like to do an issue highlighting it. Maybe you have a particular theme or idea you'd love to see covered. Please send ideas, as well as pictures and articles to me at FCA.editor@yahoo.com or Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. The email is the same as when you corresponded with Wendy, but anything sent to Wendy's address could be delayed because she is no longer there.

We are in this together and I depend on you and your submissions for the magazine to thrive. I look forward to upcoming issues and to an exciting future with all of you and your Falcons.

—Janet Wilkerson (FCA #15002)
Blue Springs, Missouri
fca.editor@yahoo.com

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—continued
from page 9



Richard Freeman's 1964 Black Cherry Sprint

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